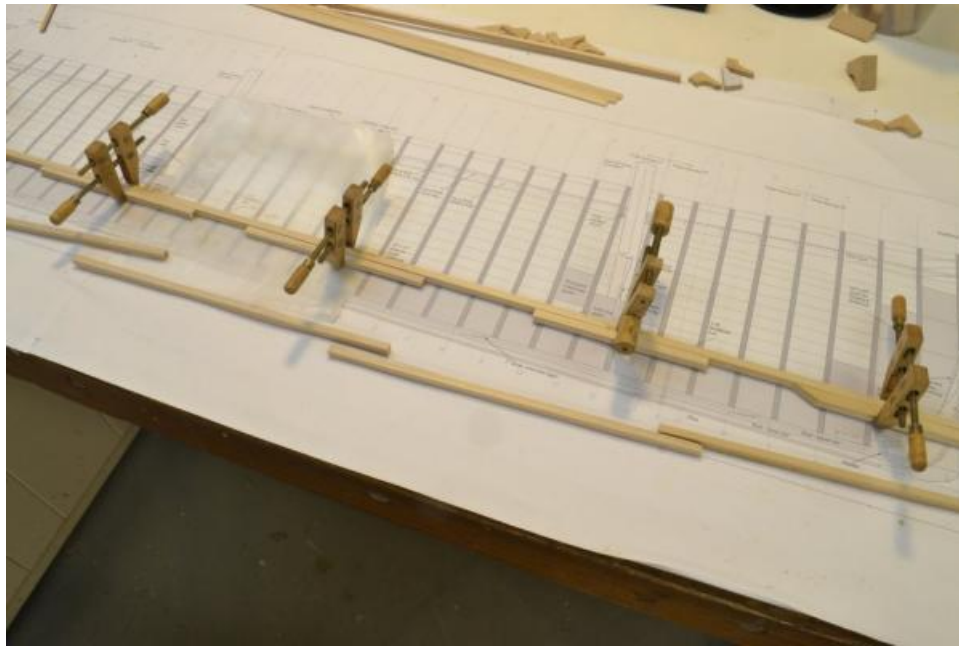


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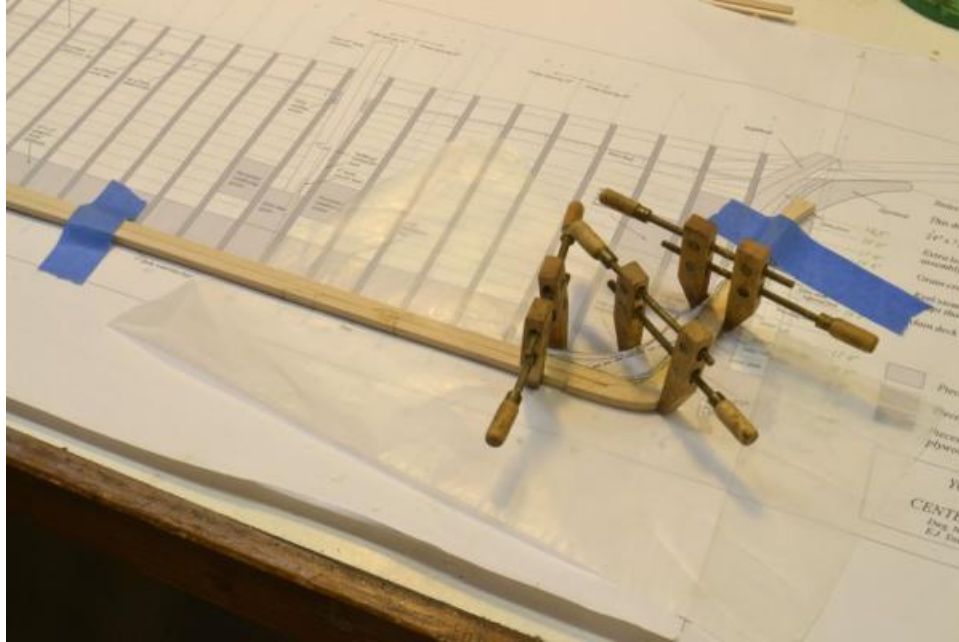
Young America 1853 – POB 1:96

Part 13 – Stem/Keel/Sternpost 2

The keel for this version of the model was made exactly like the keel on the framed version – in two tiers plus a shoe and with hooked scarph joints – but without the water stops and joint wedges. I did not take pictures of the joinery work. This was described in the posts for the framed version. The first picture shows the upper tier being glued together using strips of wood to keep it straight.



The pieces of the lower tier are shown below the glued assembly before their joints were cut. In the next picture the keel assembly with the two tiers and the shoe has been glued to the false stem assembly and the stem is being glued into the angle between the two assemblies.

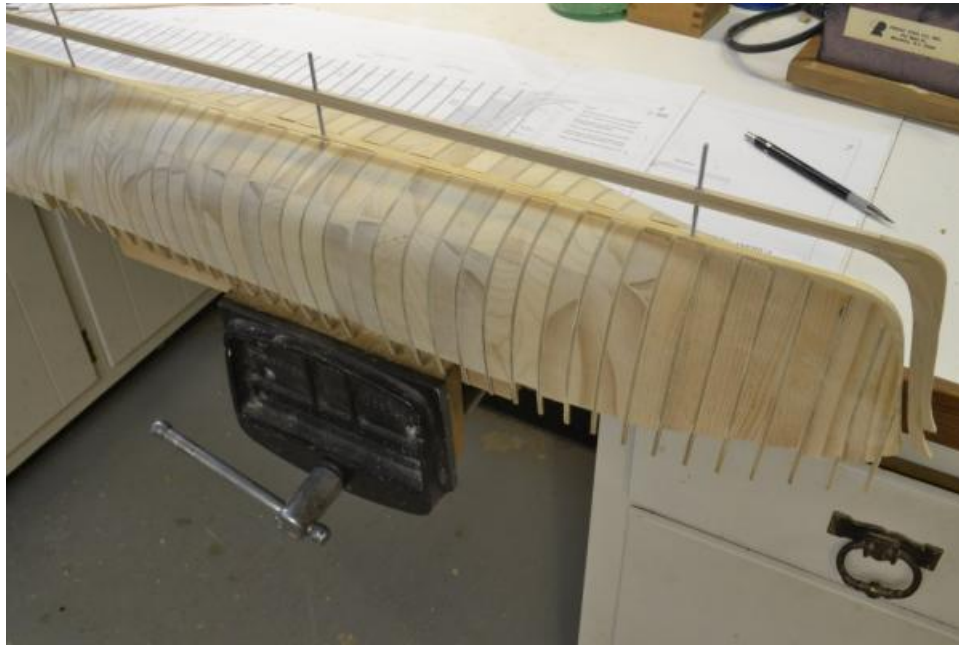


The stem and keel were taped to the drawing to preserve alignment when fitting and gluing the stem into place. The stem provided enough reinforcement to prevent to stem shape from distorting in the next steps.

In the next picture the stem/keel assembly has been fit up to the inverted hull for final fitting.



It can be seen in the picture that some shaping of the forward hull is needed. This was left rough and slightly large. The station marks accentuated in the picture were used to get the assembly correctly positioned as the forward curve of the hull was trimmed. In the next picture the fitted assembly has been drilled with mounting bolt holes to match those on the hull and is being test fit.



With the stem/keel still unglued, the hull was bolted down on the shipway and plumbed so the stem could be centered. The next picture shows the hull being marked to show the sides of the stem.



This allowed the forward deadwood to be trimmed to match the stem while the stem was removed and safe from damage. The next picture shows the fairing to the stem sides.



The stem was next refitted and aligned to the marks so locating pin holes could be drilled as shown in the next picture.



Before attaching the stem/keel assembly, some additional work was required at the stern – to be covered next time.